*668 Tsaidam basin and developing the economy and culture of the
*175 national minorities.
496 Up to the beginning of 1956, the railway mileage in the North-
499 west region was increased to roughly 1800 kilometers from some 600 kilometers prior to 1949.

Based on the above-mentioned data, new railway construction in this region may be tabulated as follows:

Railway Construction in Northwest China
1950-1955
in kilometers

Line	length planned	date started	date completed	to 1955	Total
T'ien-shui-Lanchou	346	1950	1952	346	
Lanchou-Sinkiang a	2,800	1952	- -	646	
Paoki-Chengtu b	700	1952	1956	485	
Lanchou-Paotow	1,000	1955	- -	- -	
Lanchou-Chinghai c	1,500	1956	- -	- -	
Total					1,477[e] 3660[d]

a. To the end of 1955.
b. Of the total 485 kms. only about 100 kms were in Shensi.
c. Newly projected route
d. Based on the table of "Construction of New Railways in Chinese Mainland, 1950-1955" in Communication section of General Handbook.
e. Of the 1477 kms. about 1100 kms. were built in the Northwest region.

*668 As shown in the above table, about thirty per cent of the total
401 of new railways was built in this Northwest area. As officially
499 reported, Communist China has scheduled to spend, on transport
491 and communication projects, over 140 million taels of gold (1
185 tael is equal to 1.1023 ounces) of investments totalling over 700 million taels in capital construction during the First Five Year Plan. ("A Great Plan" People's China, August 1, 1955, pp. 5-6.) It appears clear that a very large amount has been spent on railway construction in this region, though no breakdown figure can be located. With regard to railway building materials, the same
[397] source indicated that "after reconstruction of the factories, Anshan alone will produce enough rolled steel to meet the needs of the nation's locomotive-building works, shipyards and motor and tractor works throughout the first Five Year Plan and the early part of the second. Anshan's annual output of rails will be sufficient for the laying of more than 3000 kilometers." It should
[648] be noted that at least up to the beginning of the first Five Year
[439] Plan, most of the materials for railroad building had to be supplied by the Soviet Bloc, particularly Russia.